

IN THE CLAIMS

Please cancel claims 1-10 and add the following new claims.

11. (New) Hydraulic brake system, comprising:

a brake pressure generator unit which is operable by introducing an actuating force by way of an actuating device, wherein said brake pressure generator includes a first hydraulic chamber having a volume which decreases when the brake pressure generator unit is actuated, out of which a pressure fluid volume is displaced due to the volume decrease and to which wheel brakes are connected by way of a first hydraulic connection,

a pump coupled to said first hydraulic chamber for delivering the pressure fluid volume into a set of wheel brakes, wherein said pressure fluid volume is displaced out of the first hydraulic chamber due to the volume decrease, and wherein the first hydraulic chamber includes an elastic device disposed therein, wherein said elastic device determines a force/travel characteristic curve in the actuating device when an actuating force is introduced.

12. (New) Brake system as claimed in claim 11, wherein the pump is configured as a bidirectional pump.

13. (New) Brake system as claimed in claim 11, wherein a second hydraulic connection is disposed between the first hydraulic chamber and the wheel brakes and houses a control valve.

14. (New) Brake system as claimed in claim 11, the brake system further including a second hydraulic connection disposed between the first hydraulic chamber and the set of wheel brakes and houses a control valve, and further including a non-return valve which is operable by the difference in pressure between the first hydraulic chamber and the wheel brakes and which opens the second hydraulic connection when excess pressure prevails in the first hydraulic chamber.

15. (New) Brake system as claimed in claim 11, the brake system further including a second hydraulic connection disposed between the first hydraulic chamber and the set of wheel brakes and houses a control valve, wherein the control valve is designed as a part of a hydraulic-mechanical position follow-up controller, wherein the valve position of this hydraulic-mechanical position follow-up controller is variable due to a deformation of the elastic means.

16. (New) Brake system as claimed in claim 11, wherein a third hydraulic connection accommodating a second valve is provided between the first hydraulic chamber and a pressure fluid supply reservoir.

17. (New) Brake system as claimed in claim 11, wherein the brake pressure generator unit includes a tandem master brake cylinder with two hydraulic master brake cylinder chambers, one master brake cylinder chamber thereof being connected by way of a hydraulic line to a second piston chamber in which the elastic device can be acted upon by pressure force by means of a separating piston.

18. (New) Brake system as claimed in claim 11, wherein the brake pressure generator unit further includes a tandem master brake cylinder with two hydraulic master brake cylinder chambers, one master brake cylinder chamber thereof being connected by way of a hydraulic line to a second piston chamber in which the elastic device that is arranged in the first hydraulic chamber can be acted upon by pressure force by means of a separating piston, wherein the two master brake cylinder chambers of a tandem master brake cylinder are connected to two front wheel brakes by way of two hydraulic lines, into which an electronically operable valve is inserted, in that there is provision of electronically operable valves between the first hydraulic chamber and the wheel brakes, and in that electronically operable valves are arranged between a ninth hydraulic line for the return of pressure fluid out of the wheel brakes.

19. (New) Brake system as claimed in claim 11, wherein the brake pressure generator unit includes a tandem master brake cylinder with two hydraulic master brake

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cylinder chambers, one master brake cylinder chamber thereof being connected by way of a hydraulic line to a second piston chamber in which the elastic device that is arranged in the first hydraulic chamber can be acted upon by pressure force by means of a separating piston, wherein the two hydraulic chambers of a tandem master brake cylinder are connected to two front wheel brakes by way of two front hydraulic lines, each hydraulic front line including a electromagnetically operable, normally open separating valve, and wherein the first hydraulic chamber which includes an elastic device is connected to two rear wheel brakes by way of the line and succeeding line portions, into each is inserted an electromagnetically operable, normally open separating valve, and wherein the first hydraulic chamber is connected to the two front wheel brakes by way of the front hydraulic lines, in which separating valves, each one electromagnetically operable normally closed separating valve are inserted.

20. (New) Brake system as claimed in claim 11, wherein the brake pressure generator unit further includes a tandem master brake cylinder with two hydraulic master brake cylinder chambers, one master brake cylinder chamber thereof being connected by way of a hydraulic line to a second piston chamber, wherein the elastic device that is arranged in the first hydraulic chamber can be acted upon by pressure force by means of a separating piston, wherein a ninth hydraulic line is included which is closed by way of separating valves, each one electromagnetically operable, normally closed valves, and permits a return flow of pressure fluid from the wheel brakes into the pressure fluid supply reservoir, by way of a master brake cylinder chamber, in one operating position.

21. (New) Brake system as claimed in claim 11, the brake system further comprising a second hydraulic connection is disposed between the first hydraulic chamber and the wheel brakes and houses a control valve, wherein the control valve is an analog valve.
